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REFERENCE:

ICBM COMPLEX
PLESETSK, USSR

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1. SIGNIFICANCE:

BEST COLOR PHOTOGRAPHY OF THE MISSION AND
THE FIRST COLOR COVERAGE OF A SOVIET ICBM
COMPLEX.

2. REMARKS:

THE COMPLEX SUPPORT FACILITY CONSISTS OF A
RAILHEAD AND STORAGE AREA, A HOUSING AREA,
A TANK STORAGE AREA, AND A PROBABLE BATCH
PLANT.

LAUNCH SITE 3 IS A TYPE IA (SOFT) LAUNCH
SITE, HAVING ONE RAIL-SERVED LAUNCH PAD. IT IS
ONE OF 4 SUCH SITES AT THE PLESETSK ICBM COM-
PLEX, AND THESE 4 ARE THE ONLY DEPLOYED IA SITES
WHICH HAVE BEEN IDENTIFIED IN THE USSR. THE PRO-
TOTYPE FOR THESE SITES IS LAUNCH SITE B1 AT THE
TYURATAM MISSILE TEST CENTER, AND THE MISSILE
SYSTEM ASSOCIATED WITH THE IA SITES IS THE SS-6
ICBM.

LAUNCH SITE 7 IS A TYPE IIC (SOFT) LAUNCH

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SITE. IT CONSISTS OF 2 LAUNCH PADS EACH OF WHICH IS CONNECTED TO ITS READY BUILDING BY RAILS. THE LAUNCH SITE ITSELF, HOWEVER, IS ROAD-SERVED. THE PROTOTYPE FOR IIC SITES IS LAUNCH COMPLEX "E" AT THE TYURATAM MTC, AND THE SS-8 ICBM IS THE ASSOCIATED MISSILE SYSTEM.

LAUNCH SITES 9 AND 10 ARE TYPE IB (SOFT) LAUNCH SITES UNDER CONSTRUCTION. EACH LAUNCH SITE HAS 2 RAIL-SERVED LAUNCH PADS AND A GANTRY. A COMMON SUPPORT FACILITY SERVES BOTH LAUNCH SITES AND CONSISTS OF AN ADMINISTRATION AND HOUSING SECTION, A LOGISTICAL SUPPORT SECTION, AND A MOTOR POOL/VEHICLE PARK. THE MISSILE SYSTEM ASSOCIATED WITH LAUNCH SITES 9 AND 10 HAS NOT BEEN DETERMINED.

PROBABLE LAUNCH SITE 16 IS A PROBABLE HARDENED SITE OF AN UNDETERMINED TYPE. IT WAS FIRST OBSERVED ON [REDACTED] AS AN AREA OF UNIDENTIFIED ACTIVITY.

THE TELEMETRY/TRACKING FACILITY WAS FIRST OBSERVED AS AN AREA OF UNIDENTIFIED ACTIVITY ON

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IT WAS IDENTIFIED AS AN ELEC-

TRONICS FACILITY ON THE FACIL-
ITY IS CONNECTED TO LAUNCH SITE 2 (A TYPE IA SITE)
BY A WELL ENGINEERED ROAD.

3. LOCATION:

COMPLEX SUPPORT FACILITY (CSF) -- APPROXIMATELY
15 NM NE OF PLESETSK.

LAUNCH SITE 3 -- APPROXIMATELY 18 NM NE OF PLESETSK
AND 3.2 NM NNE OF THE CSF.

LAUNCH SITE 7 -- APPROXIMATELY 11 NM NE OF PLESETSK
AND 4.2 NM SSW OF THE CSF.

LAUNCH SITES 9 AND 10 -- APPROXIMATELY 20 NM NE OF
PLESETSK AND 6 NM ESE OF THE CSF.

PROBABLE LAUNCH SITE 16 -- APPROXIMATELY 8.5 NM
ENE OF PLESETSK AND 7 NM SSW OF THE CSF.

TELEMETRY/TRACKING FACILITY -- APPROXIMATELY 14 NM
NE OF PLESETSK AND 2 NM WSW OF THE CSF.

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5. FIRST IDENTIFICATION:COMPLEX SUPPORT FACILITY AND LAUNCH SITE 3 --

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LAUNCH SITE 7 -- 25X1LAUNCH SITES 9 AND 10 -- 25X1PROBABLE LAUNCH SITE 16 -- 25X1TELEMETRY/TRACKING FACILITY -- 25X16. NEGATION DATE:COMPLEX SUPPORT FACILITY AND LAUNCH SITE 3 --

NONE

LAUNCH SITE 7 -- 25X1LAUNCH SITES 9 AND 10 -- 25X1PROBABLE LAUNCH SITE 16 -- 25X1TELEMETRY/TRACKING FACILITY -- 25X17. SUBSEQUENT COVERAGE:COMPLEX SUPPORT FACILITY -- 20 KH-4 AND 7 KH-7

MISSIONS.

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LAUNCH SITE 3 -- 20 KH-4 AND 5 KH-7 MISSIONS.LAUNCH SITE 7 -- 20 KH-4 AND 5 KH-7 MISSIONS.LAUNCH SITES 9 AND 10 -- 11 KH-4 AND 6 KH-7 MISSIONS.PROBABLE LAUNCH SITE 16 -- NONETELEMETRY/TRACKING FACILITY -- 1 KH-4 AND 1 KH-7
MISSION.8. DIMENSIONS/
SPECIFICATIONS:LAUNCH SITE 3 --

LAUNCH PAD: 150 X 150 FT (APPROX)

PAD ORIENTATION: 330 DEGREES (APPROX)

LAUNCH SITE 7 --

PAD SEPARATION: 870 FT (APPROX)

PAD ORIENTATION: 265 DEGREES (APPROX)

LAUNCH SITES 9 AND 10 --

DISTANCE BETWEEN SITES: 3,900 FT (APPROX)

SITE ORIENTATION: 356 DEGREES (APPROX)

GANTRY HEIGHT (SITE 9): 155 FT (APPROX)

9. MISSION READOUT:COMPLEX SUPPORT FACILITY. NO SIGNIFICANT CHANGES

ARE OBSERVED.

LAUNCH SITE 3. TWELVE SHORT, LIGHT-COLORED RAIL CARS ARE LOCATED ALONG

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ONE RAIL SPUR LEADING TO THE LAUNCH PAD.

LAUNCH SITE 7. NO SIGNIFICANT CHANGES ARE OBSERVED.

LAUNCH SITES 9 AND 10. AT LAUNCH SITE 9 CONSTRUCTION APPEARS TO BE NEARLY COMPLETE. SOME DITCHING AND A FEW SMALL EXCAVATIONS ARE PRESENT. THE LOOP ROAD SERVING THE PADS REQUIRES ADDITIONAL CONSTRUCTION. THE GANTRY APPEARS TO BE COMPLETE AND IS NOW POSITIONED IMMEDIATELY TO THE REAR OF THE PAD. THE GANTRY TRACKS CROSS THE PAD AND STRADDLE A SMALL APERTURE OR LAUNCH STAND WHICH IS PARTIALLY OBSCURED BY THE SHADOW OF THE GANTRY. BOTH PADS ARE FLAT AND HAVE A SQUARE-SHAPED FENCE ENCLOSING THE CENTER OF THE PAD. THERE IS A POSSIBLE BLAST DEFLECTOR PORT ON THE OUTBOARD SIDE OF EACH PAD. THE RIGHT PAD APPEARS TO HAVE GANTRY TRACKS IDENTICAL TO THOSE AT THE LEFT PAD BUT THERE IS NO EVIDENCE OF GANTRY CONSTRUCTION.

THE CONSTRUCTION STATUS OF LAUNCH SITE 10 REMAINS SLIGHTLY BEHIND THAT OF SITE 9, AND IT IS NOW CERTAIN THAT THEY ARE NEARLY MIRROR IMAGES. THE GANTRY REMAINS UNDER CONSTRUCTION. THE LOOP ROAD CONNECTING THE PADS IS NOT COMPLETE. GANTRY TRACKS ARE ALSO VISIBLE AT THE LEFT PAD BUT NO EVIDENCE OF GANTRY CONSTRUCTION CAN BE IDENTIFIED.

PROBABLE LAUNCH SITE 16. THIS SITE REMAINS UNDER CONSTRUCTION. SINCE

VEGETATION HAS BEEN REMOVED FROM INSIDE THE LOOP ROAD PAT-

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TERN AND AN ADDITIONAL RECTANGULAR EXCAVATION HAS BEEN DUG FORWARD OF EACH OF THE TWO PREVIOUSLY REPORTED RECTANGULAR EXCAVATIONS, AND AN UNIDENTIFIED RECTANGULAR STRUCTURE IS PRESENT IN EACH OF THE NEWER EXCAVATIONS. IT APPEARS AS THOUGH THEY WILL ALSO BE CONNECTED BY A PIPE OR CONDUIT. A LIGHT-COLORED, CIRCULAR OBJECT WITH A DARK CENTER IS LOCATED NEAR THE LEFT RECTANGULAR STRUCTURE. A NEARLY CIRCULAR SHALLOW EXCAVATION IS LOCATED NEAR THE RIGHT RECTANGULAR STRUCTURE. THE PREVIOUSLY IDENTIFIED RECTANGULAR STRUCTURE (LEFT SIDE) HAS BEEN BACKFILLED. ITS COMPANION STRUCTURE ON THE RIGHT SIDE AND A PORTION OF THE CONNECTING CONDUIT HAVE BEEN COVERED WITH A DARK SUBSTANCE, PROBABLY FOR WATER-PROOFING. THE CONDUIT IN THE "T"-SHAPED DITCH IS STILL VISIBLE. THE STEM OF THE "T" LEADS TO A FLAT, LIGHT-COLORED BUILDING MEASURING APPROXIMATELY 50 FT SQUARE. CONTIGUOUS TO THAT BUILDING IS A LONG, DARK-COLORED, ARCH-ROOF BUILDING. BOTH WILL PROBABLY BE EARTH-MOUNDED. THE LARGE RECTANGULAR BUILDING PARALLEL TO THE ACCESS ROAD AND 3 SMALL BUILDINGS WHICH ARE PERPENDICULAR TO THE ACCESS ROAD APPEAR COMPLETE.


TELEMETRY/TRACKING FACILITY. CONSTRUCTION CONTINUES AT THE ELECTRONIC FACILITY ASSOCIATED WITH LAUNCH SITE 2. THIS FACILITY IS NOW IDENTIFIED AS A TELEMETRY/TRACKING FACILITY. IT CONTAINS ONE LARGE CONTROL BUILDING, 4 CONTROL/SUPPORT BUILDINGS, AND AT LEAST 6 MISCELLANEOUS BUILDINGS. AT EACH

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END OF THE LARGE CONTROL BUILDING IS AN ESV-TYPE TRACKING STRUCTURE, ONE OF WHICH HAS AN ENVIRONMENTAL DOME ON TOP. THE SECOND HAS THE CIRCULAR RING MOUNTING FOR AN ENVIRONMENTAL DOME. SIX PEDESTALS, PROBABLY MOUNTS FOR TRACKING AND TELEMETRY ANTENNAS, ARE POSITIONED IN A LINE IN FRONT OF THE SE CONTROL/SUPPORT BUILDING. TWO POSSIBLE INSTRUMENTATION POSITIONS ARE LOCATED SE OF THE BUILDING AND ARE CONNECTED TO IT BY WHAT APPEAR TO BE CABLE SCARS. JUST WEST OF THE SCARS IS A TOWER, PROBABLY FOR MICROWAVE. TWO ADDITIONAL SCARS EXTEND TO THE SW OF THE OVERALL GRADED AREA OF THIS FACILITY TO A PROBABLE INSTRUMENTATION POSITION. OPEN DITCHING AND AN IRREGULAR EXCAVATION ARE PRESENT INDICATING THAT CONSTRUCTION IS CONTINUING.

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